

## NEWFOUNDLAND SHOWS HER HAND.

In its recent issue the St. John's Trade Review makes comment on the American fishermen's appeal for concessions and privileges at Newfoundland and Canadian ports, and says that the Island Colony owes Gloucester no thanks that the tariff was changed so their fish was admitted free; that Gloucester had its chance and did not avail of it and must now abide by the consequences of its own selfish action.

## The article says:

A deputation of men representing Gloucester fishery interests was sent to Washington last month, to submit a memorial to Mr. W. Jennings Bryan, Secretary of State, on the subject of the disabilities under which Gloucester is suffering since the free entry of foreign fish into the United States was allowed. While tacitly accepting the free fish tariff as inevitable and irrevocable, the Gloucester men in their memorial, want to have renewed the old privileges, which they were allowed under the old Reciprocity treaty which permitted United States fishing vessels to purchase licenses for bait, ice, and supplies, and for the shipment of crews.

## Lost Their Chance.

It will be remembered that Newfoundland offered a continuance of these privileges to the United States under the Hay-Bond Treaty, in exchange for free entry for our fish and fish products into the states; but that treaty was never ratified by the United States legislature, mainly because it was so strenuously opposed by the very people who are now memorializing the United States Secretary of State. All unwittingly, the Gloucester people were our best friends at that time, for, by opposing the Hay-Bond treaty, they postponed a settlement of the question till we were enabled to get free fish without giving any of the privileges now again being sought so eagerly by the Gloucester fishing interests.

## What They Want.

In their memorial, the Gloucester men say that they desire to get, as far as possible, a renewal of "the privilege granted under modus vivendi, which was cancelled in 1906, an arrangement which allowed fishing vessels to purchase licenses for bait, ice and supplies, and for the shipment of crews. It was cancelled soon after the refusal to adopt the Hay-Bond treaty, under which such commercial and fishing privileges in Newfoundland waters were offered in exchange for the privilege of free entry of fish in this country. We should not consider it advisable today to ask for all the privileges which Newfoundland offered under the Hay Bond treaty. But we should like equal privileges with the British fishing vessels in the matter of entering their ports for bait, ice and supplies, for repairing fishing gear and for the shipment of crews, and we

should hope that such privileges might be granted to all of our sailing vessels, whether equipped with motor power or not, without more than a nominal charge."

## What They Fear.

In their memorial the Gloucester men say: "One cannot exaggerate the seriousness of the situation which confronts the New England fisheries. We have given our Canadian rivals everything that they have been seeking for years, and we have asked for nothing in return. And now if something cannot be done to place our fishermen upon a more equal footing with the fishermen of Canada and Newfoundland it is only a matter of time when most of the American fishing vessels will be transferred to British ports, and the fishing business, which is one of the oldest practiced in the New England seaboard cities will become of unimportance. It has already practically disappeared from Marblehead, Newburyport, New Bedford and other New England towns, but Gloucester still remains one of the greatest, if not the greatest fishing centers in the world."

## Their Appeal.

The appeal in the concluding sentence of the memorial is put as strongly as possible, and we have no doubt that the United States Government will use its best powers to obtain the concessions asked for. Here is how our Gloucester friends finish up: "We hope therefore, that you will be interested in preserving this historic industry, and that you will endeavor through diplomatic channels to secure for our fishermen some equality of privileges in the Canadian harbors in exchange for the equality of privileges which we have given to their fishermen in our markets. Unless some such concessions can be obtained, in another generation many branches of the American fishing industry will have disappeared."

## Don't Thank Them.

One would think from the manner in which our Gloucester friends speak that they always favored the free admission of our fish into the markets of the United States, and that their friendly attitude entitles them to bait and other concessions at our hands. The facts are, however, all against assumption, and we owe them no thanks for the recent change in American tariff, by which our fish is admitted free. Indirectly we owe our present free entry to the United States markets to the high price of beef, which has driven the consumer of the United States to call for more and cheaper fish. Gloucester had its chance, and did not avail of it, and must abide by the consequence of its own selfish action.

## 'Steamer Seal in Ice Jam for Week.

The Halifax steamer Seal is jammed in the ice in the Gulf of St. Lawrence, 500 miles from Entry Island, according to a wireless message. The message said that the steamer, with 6000 seals aboard, had been held fast for a week.

## Will Go Porgying

The steamer James M. Gifford after lifting her nets tomorrow will haul out of gill netting and leave for her home port, Stonington, Connecticut, to engage in the summer porgie fishing.

## Alewives Running Freely.

Alewives are running freely at Edgartown, says a despatch to the Times and are selling at 75 cents a hundred.

## ROBINSON'S COD CATCHER SAILS

Former Gloucester Fishermen in Crew of Big Anacortes Salt Banker.

Bound for the Bering sea on her maiden trip as a codfisher, the schooner Wawona, flagship of the Robinson Fisheries companies' fleet, cleared from Anacortes last Tuesday morning after outfitting and preparing for her first annual fishing cruise at Anacortes.

The Wawona is in command of Captain Charles Foss, the veteran master of the Robinson fleet and carries a crew of 42 men. She is the largest, newest and finest vessel engaged in the codfishing industry out of Puget Sound.

The ship carries 25 fishing dories, 310 tons of salt and provisions for a seven months' cruise.

In spite of the fact that a great amount of work had to be done in converting the Wawona from a lumber carrier into a fishing ship, she was one of the first of the Puget Sound fleet to put to sea and sailed a week later than the company's schooner Alice.

The Wawona was towed to Smith's island where she met a favorable breeze and proceeded on her way under her own sails.

Those who will operate the Wawona on her first fishing cruise are: Charles Foss, captain; O. E. Lund, boatswain and first salter; Sam Ostman, boatswain's mate; Emil Isaksen, second mate; fishermen—Albert Meinseth, Emil Sundby, Chris Norwick, Otto Sandberg, Nils Johnson, Lawrence Ellingsen, Kristan Svendsen, Oscar Hansen, Harry Helgeson, Alfred Larson, A. L. Olson, Lee Waldrath, Olaf Haagenston, A. Larsen, John Wotland, Peter Anderson, Ole Dahll, Christ Wick, G. Nelson, A. W. Nelson, J. Hamm and O. Anderson.

Sam Sampson, first splitter, James Naro, second splitter; Fred Hansen, second salter; Tom Halverson, cook; Nelson Paul, cook's helper; dressgang—William Cleasy, Pete Uphouse, Leonard Cowden, Samuel Hughes, Houston Hopkins, John Healey, W. Furst, Fred Wright and Walter Howard. Tom Hyland, watchman and Frank Martin, oil man.

The Wawona was purchased early this year by W. F. Robinson, president of the Robinson Fisheries, to take the place of the company's schooner Joseph Russ, which was wrecked on her way to Bering sea April 20, 1912. She was built in Humboldt, California, for the lumber carrying trade and was purchased by Mr. Robinson from the Dolbeer-Carlson Lumber Company of San Francisco.

The vessel has a gross tonnage of 468 tons and a net tonnage of 413 tons. She has a length of 156 feet over all, breadth of 36 feet and a depth of 12.3 feet. She is an exceptionally staunch vessel and in as good condition as when turned out of the ship yards.

She was brought to Anacortes from Aberdeen early this year and converted into a codfisher and outfitted for her trip.

Captain Foss has been master of ships for the Robinson Fisheries Company for the past 11 years and was in command of the schooner Joseph Russ when she was wrecked.

## SAYS CANADIANS GET BEST OF

Says the Boston Traveler-Herald editorially:

Sundry defenders of the Democratic tariff have been pointing to Gloucester as an example of the unexpected benefits of the new schedules. So careful a newspaper as the New York Times has joined in the chorus, asserting Gloucester, instead of suffering by removal of duties on fish, was reaping just that much extra profit. It would be all lovely for the Gloucester fish packers even if not for the consumers, if it were true, but it is not. Reports upon which the tariff defenders have based their deductions were put out for purposes other than furnishing accurate information to the public. Mr. Sylvanus Smith, who, 50 years has been familiar with the ins and outs of the Gloucester fishery has written a letter protesting against the circulation of false reports which are injurious to an industry in which the whole state properly takes an interest.

Well informed persons in Gloucester know that the persons who have been getting the advantage of the tariff changes on fish are the Nova Scotia and the Norwegian fishermen. It has been represented that the packers have been pocketing as extra profit an amount that was formerly paid in duties. That is offered, apparently, as an explanation for the fact that there has been no benefit accruing to the consumer.

The fact is that many Gloucester fishing vessels have been sold to Nova Scotia interests where lower wages and lower cost of supplies make it possible to operate them at a profit. To get all the fish they needed, Gloucester fish packers have bought the catches of Nova Scotia and Norwegian fishermen and these three men, taking advantage of the shortage of supply, have added to the regular price the amount formerly paid as duty. In other words, they have been given access to the American markets and demand a premium for that privilege.

Meanwhile the cost of living does not seem to respond to the persuasive methods of reduction.

## FISHER MAKES AMBERGRIS FIND

Capt. William Black, the well known Bailey Island, Casco Bay, fisherman is reported to have made a lucky find a few days ago in the shape of several pounds of ambergris. Although hardly worth its weight in gold, as is generally supposed, the article is valuable and the genial skipper is receiving many congratulations from his brother fishermen on his good luck.

## Took Salt for Banking.

Sch. Blanche has taken in her first haul for salt trawl banking and will start away the first of next week.



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# JACK MCKAY HIT MARKET RIGHT

**Sells Season's Largest Halibut Fare Here—to Take Out in Boston.**

With the largest halibut hail of the season, sch. Preceptor, Capt. Jack McKay, arrived from Grand Banks yesterday afternoon with a 50,000 pound fare and 5000 pounds salt cod and 4000 pounds fresh hake besides. Capt. McKay had no difficulty in disposing of his trip selling to the New England Halibut Co. here at 11 1-2 cents a pound for white and 9 1-2 cents a pound for gray to take out at the firm's plant at Boston. Later, the Preceptor set sail for Boston arriving there for today's market.

Down from Boston this morning were schs. A. Piatt Andrew with 25,000 pounds fresh fish; Lillian, 40,000 pounds; Frances J. O'Hara, Jr., 55,000 pounds.

The gill netters landed 80,000 pounds yesterday. Some of the steamers struck quite a run of pollock, although the fares ran mostly haddock. Str. Enterprise did not arrive until about 11 o'clock last evening, going out to haul about 1 o'clock yesterday afternoon.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Preceptor, Grand Banks, 45,000 lbs. fresh halibut, 5000 lbs. salt cod, (went to Boston.)

Sch. A. Piatt Andrew, via Boston, 25,000 lbs. fresh fish.

Sch. Frances J. O'Hara, Jr., 55,000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 2500 lbs. fresh fish.

Str. Bryda F., gill netting, 1000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 5500 lbs. fresh fish.

Sch. Little Fannie, gill netting, 5000 lbs. fresh fish.

Str. Philomena, gill netting, 1500 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 3000 lbs. fresh fish.

Str. Water Witch, gill netting, 4000 lbs. fresh fish.

Str. Anna T., gill netting, 2500 lbs. fresh fish.

Str. Ethel, gill netting, 4500 lbs. fresh fish.

Str. George E. Fisher, gill netting, 5000 lbs. fresh fish.

Str. Orion, gill netting, 10,000 lbs. fresh fish.

Str. Medomak, gill netting, 1000 lbs. fresh fish.

Str. Dolphin, gill netting, 2500 lbs. fresh fish.

Str. Sawyer, gill netting, 4000 lbs. fresh fish.

Str. James M. Gifford, gill netting, 700 lbs. fresh fish.

Str. Quartette, gill netting, 1500 lbs. fresh fish.

Str. Quoddy, gill netting, 1600 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 700 lbs. fresh fish.

Str. Hugo, gill netting, 475 lbs. fresh fish.

Str. Evelyn H., gill netting, 1800 lbs. fresh fish.

Str. Rough Rider, gill netting, 1150 lbs. fresh fish.

Str. Julia May, gill netting, 2000 lbs. fresh fish.

Str. Lorena, gill netting, 900 lbs. fresh fish.

Str. Mary R., gill netting, 1550 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 1000 lbs. fresh fish.

Str. Enterprise, gill netting, 4500 lbs. fresh fish.

Str. Bethulia, gill netting, 3000 lbs. fresh fish.

Str. Mystery, gill netting, 1000 lbs. fresh fish.

Str. Ibsen, gill netting, 1800 lbs. fresh fish.

Sch. Lillian, via Boston, 40,000 lbs. fresh fish.

Sch. Thomas S. Gorton, via Boston.

## Vessels Sailed.

Sch. Bay State, halibuting.

Sch. Avalon, halibuting.

Sch. Rex, halibuting.

Sch. Mary DeCosta, haddocking.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

### Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 11 1-2c per lb. for white, 9 1-2c for gray.

# SEINERS HAVE STARTED TO FIT

Another addition to the south seining fleet will be sch. Veda McKown which will be commanded by Capt. Lewis Carritt. Capt. Carritt will fit her out in a few days.

Sch. Lottie G. Merchant, Capt. Ralph Webber, is fitting for south seining, the first of the fleet to start in.

Capt. Archie Devine is fitting out sch. Arthur James for south seining.

Capt. Frank Hall will start to fit sch. Ralph L. Hall for the south tomorrow.

Sch. Rob Roy came off the ways this morning and sch. Marguerite Haskins, Monarch and Mary E. Hart are on also.

Capt. Martin L. Welch will start to fit sch. Benjamin A. Smith for south tomorrow.

# DULL MUSIC AT NEW FISH PIER

**Plenty of Fish But Prices Off With Dullness of Trade.**

Low prices continued at the Boston market today, there being 18 trips arriving at the new pier since yesterday's report.

The largest arrivals were schs. Preceptor, which came up from here with halibut, Frances S. Grueby, Vanessa, Ellen and Mary, Josephine DeCosta.

Opening quotations were \$1.25 a hundred pounds for haddock, \$3 to \$3.50 for large and \$1.65 to \$2 for market cod, \$2 for hake, \$2.50 for pollock, \$1.25 to \$1.50 for cusk and 11 1-2 and 9 1-2 cents a pound for halibut.

## Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Frances S. Grueby, 42,000 haddock, 7500 cod, 2000 hake, 2500 pollock.

Sch. Mary C. Santos, 21,000 haddock, 6000 cod.

Sch. Eva and Mildred, 300 haddock, 2400 cod, 10,000 hake, 7000 cusk.

Sch. Laura Enos, 2000 cod.

Sch. Olivia Sears, 2000 cod.

Sch. Vanessa, 42,000 haddock, 5000 cod, 2500 pollock.

Sch. Mildred Robinson, 30,000 haddock, 5500 cod, 3000 cusk.

Sch. Leonora Silveria, 200 haddock, 1800 cod, 3000 hake.

Sch. Josephine DeCosta, 30,000 haddock, 14,000 cod, 5000 cusk, 1500 halibut.

Sch. Elsie and Mary, 40,000 haddock, 10,000 cod, 3000 hake, 10,000 cusk.

Sch. Preceptor, 4000 hake, 5000 lbs. salt cod, 45,000 halibut.

Sch. Albert W. Black, 200 haddock, 5000 cod, 5500 hake, 3500 cusk.

Sch. Mary Edith, 300 cod, 10,000 hake, 7000 cusk, 200 pollock.

Sch. Edith Silveria, 5500 haddock, 2000 cod.

Sch. Jorgina, 300 haddock, 7000 cod, 12,000 hake, 12,000 cusk.

Sch. Flavilla, 11,000 haddock, 2000 cod.

Sch. Pearl, 1000 haddock, 500 cod.

Sch. Sabine, 7000 flounders.

Haddock, \$1.25 to \$2 per cwt.; large cod, \$3 to \$3.50; market cod, \$1.65 to \$2; hake, \$2 to \$4; pollock, \$2.50; cusk, \$1.25 to \$1.50; halibut, 11 1-2 cents for white and 9 1-2 cents for gray.

## Getting Ready For Cape North.

Sch. Mary F. Curtis, Smuggler, Richard, A. Piatt Andrew, Thomas S. Gorton, Imperator, Premier and Elsie have discontinued market fishing and will undergo their spring cleaning before fitting for shacking.

## Halibut at Portland.

Sch. Hattie L. Trask of the Georges handline fleet is in Portland this morning with 6000 pounds of fresh halibut. She left here March 10.

# FIND NO TRACE OF SOUTHERN CROSS

**Relief Measures Planned For Families of Lost Sealers at St. John's.**

The steamer Kyle, in search of the sealing steamer Southern Cross, who with her crew of 173 men is missing and it is feared lost, reported by wireless last night that she had spoken sch. John Hays Hammond, Capt. Archie McLeod of this port, 190 miles off Cape Race. Capt. McLeod, however, was unable to furnish any information concerning the missing craft.

After a search off the southern coast all day yesterday and Tuesday, the Canadian cruiser Fiona sent word to St. John's that she had found no trace of wreckage. Although a heavy storm was forecasted last night, the Kyle intended to continue her search today.

In the meantime relief measures are being planned to provide for the families of the men of the Southern Cross as well as those of the sealer Newfoundland.

The steamer Newfoundland came in Tuesday evening with 600 seals. She had sent her dead and injured ahead of her on the steamer Bellaventure, which arrived last Saturday. Two other ships of the fleet dropped anchor last night, the Adventure, with 12,000 seals and Florizel with 16,000. The Florizel also brought 120 of the crew of the Eagle, who had become discouraged at the poor hunting the fleet had met since the blizzard of last week.

## SECOND SALMON.

The second salmon of the season, caught at Bangor, (Me., weighed 18 pounds and brought its owner when sold \$1.25 per pound. It was caught by "Gus" Youngs, after about 40 minutes' play.

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## Pigeon Cove Boats Did Well.

One of the best catches of the month was made by the Pigeon Cove boats yesterday. Those arriving were as follows: Gracie Freeman, 1500 pounds; Margaret, 1000 pounds; Sylvester, 1000 pounds; Florida, 800 pounds; Nettie, 500 pounds; Nautilus, 500 pounds. The Maxwell has concluded shore fishing and will fit for mackerel netting out south.

## Take Stores at T Wharf.

Fishing schooners are using the slip between long and T wharf as a place to take on stores and bait. It is no unusual scene nowadays to see the old T wharf slip on the south side of the pier filled with fishing schooners as in the past, all taking on ship stores.

## Fine Stock and Share.

Sch. Elsie, Capt. Alfred Reynolds, stocked \$2712.76 on her recent haddocking trip, each of the crew sharing \$64.45 clear.